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[a1472]

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[a1004]

SPORTING NOTES.

The unreasonable weather has considerably interfered with the sports programme, and one or more Saturdays will be required to play off the fixtures which had to be abandoned through last Saturday's rain. This applies to both football and cricket.

The only sporting meeting which proceeded in spite of the weather was the opening regatta of the Royal Hongkong Yacht Club. Two sailing events, with ladies steering, took place, and the combination of wind and tide gave them a severe test, from which, however, all emerged with credit and some with triumph. *Dion* was winner in the handicap class and *Halcyon* came in first in the one-design class. The weather made it advisable for the rowing programme to be curtailed, as the light boats could not hope to do much in the wind and tide which prevailed. Three boats entered for the junior fours, and a very good race ended in a win for Marshall's crew by a couple of lengths. In the senior fours three boats competed, two from the Club and one from the H.M.S. *Kent*. Pellock, who was steering one of the Club boats, had to give up early in the race, and the contest lay between Martin's crew and the naval men. The struggle was most exciting, but victory went to the *Kent*, who won by half a length.

The interport shooting has resulted pretty much as expected. The Hongkong team fired on Tuesday and compiled the moderate score of 923. Mr. Heath heard three figures with the creditable total of 102, but two men fell below ninety, and so the aggregate was reduced to the figure mentioned. Curiously enough, most of the marksmen felt uncomfortable at the first range, and when they had left the 200 yards several were heard to declare that they had never before made such a low score. Some years ago 925 might have been good enough for a win, but not now with Singapore's record shooting—955 last year and 968 this year.

The result of the triangular rifle match between Singapore, Ceylon, and Calcutta is now to hand and proves a victory for the Ceylon team with the fine average for ten men of 97.30. The final figures are as follows:

Ceylon	97.3
Singapore	95.8
Calcutta	95.

Saturday is to be a full day for League cricket, all the eight teams being engaged. Craigengower go to Kowloon; the Police meet on the R.G.A. ground, the H.K.C.C. are at home to the Civil Service, and Remnants entertain the R.E.

Appended is the scoring analysis:

Remnants	H.K.C.C.	Kowloon	Civil Service	Craigengower	R.E.	Police	R.G.A.	Yorks
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L

The Small Units Military League has also got moving. The second match between the E.A.M.C. and the 40th Coy. R.E. played on Tuesday ended in a win for the latter by 81 runs to 40.

All three League football matches are at the Happy Valley on Saturday, Hongkong and Kowloon will have another struggle for the points which they could not obtain at their last meeting, and the struggle between the R.G.A. and the R.E. ought to be worth watching.

Appended is the analysis up to date:

Remnants	H.K.C.C.	Kowloon	Civil Service	Craigengower	R.E.	Police	R.G.A.	Yorks
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L

Although the main event in Mr. Whittaker's last boxing tournament proved a one-sided affair as compared with recent principal fights, the programme as a whole was an exceptionally interesting one. P. O. Petty has a good record, and as he is a hard hitter and can stand plenty of punishment it was thought that he would make things lively for Lewis, especially as he had advantages in height, weight and reach. But when the men got to work it was soon apparent that the sailor had Buckley's chance.

He was altogether too slow for the champion, who had no difficulty in avoiding his swinging blows, which were usually wasted on space. The rushing tactics of Petty might have been of advantage with a man of less skill, but with Lewis, as events proved, they were the grave of the seaman's hopes. As Petty rushed his man

in the fourth round he was stopped by a heavy right uppercut, a second blow of the same variety finishing the fight.

Micky Dunn, a new arrival with plenty of dash and science, was pitted against the ever ready Ganner Arundel in a fifteen round bout. The result was a draw, after a fight of exceptional interest. In the first few rounds it looked as though Dunn would soon settle matters, but Arundel weathered the attack and was going strong in the last round. It was a smart fight between two clever boxers, but it was a pity that the proceedings should have been marred by a little too much unclean work.

Biggins still holds the lightweight championship, Drummer Boucher being unsuccessful in his claim to the title. He is a smarter man than the stoker, but his capacity for taking punishment is not so pronounced. In the early part of the fight he had Biggins distressed, but the latter was not long in recovering and in the final rounds the drummer's tendency to keep clear of his opponent was very apparent.

Seaman Grant, formerly on the China Station, recently re-entered the ring at Plymouth. Since he was defeated by P. O. Curran he met and was defeated by Seaman Brown in seven rounds, but not being satisfied with the result he again challenged Brown for a 25 side bet. On the second meeting Brown's victory was even more decisive, and in the fourth round the big seaman was put to sleep.

OBSERVER.

THE FRENCH COLONY AND CHINA.

ADDRESS BY THE GOVERNOR-GENERAL.

In opening the autumn session of the Conseil Supérieur of Indo-China last month, the Governor-General delivered a lengthy oration which occupies eight pages of *L'Asie de Tonkin*, whose pages are the size of our own. Referring to the foreign relations of the Colony, his Excellency said in regard to China, that the mutual steps taken in diverse circumstances by the French and Chinese authorities for the repression of brigandage and piracy on the frontier, inevitable in those regions, attested the cordiality of the relations of the Indo-China Administration with the officials representing the Imperial Government. This attitude was all the more appreciable because the transformations commenced in China could with difficulty be accomplished without Indo-China experiencing the repercussions on account of its proximity. Moreover, the agitation in Yunnan and the Two Kwangs, and the fact that formal orders of the Central Government were not always sufficient to suppress it, necessitated continued surveillance on the part of the Colony. Faithful observers of the line of conduct pursued by the Colony in accordance with the instructions of the Government of the Republic, and the sentiment of the Colony's own interests, they had loyally carried out a policy which preserved Indo-China from foreign complications. They adhered to these paths: to assure the protection and defence of the Sino-Annamite frontier; to prevent in their relations with the Empire all cause of conflict of a nature to antagonise Chinese opinion, occasionally deceived by new tendencies, and if possible, to render it more favourable; to procure for the Chinese resident in Indo-China a status which, while having due regard to the interests of French domination, would satisfy those of their demands which appeared legitimate. Several frontier posts had already been re-occupied, others re-inforced in the provinces of Haut-Tonkin; and he need only add that the General Commander-in-Chief estimated that the means at his disposal were sufficient to prevent all incursions upon colonial territory by bands of moderate strength.

As regards the resident Chinese, his Excellency recalled certain "very sensible ameliorations" which had been made in the rules regarding their immigration, especially in Cochinchina. His Excellency went on to say that in 1908 M. Beau initiated the creation of a society for the foundation of a Franco-Chinese College at Cholon, by means of subscriptions. He (M. Klobukowski) wished to facilitate the realisation of this undertaking, to which \$20,000 had been contributed from the funds of the general budget. This establishment, constructed with every modern comfort, was nearly completed and would shortly be opened. The best results were anticipated in the development of young Chinese from this private institution, which, however, would be placed under the direction and control of a French functionary, approved by the Governor-General.

His Excellency passed on to refer to the establishment at Cholon of a Chinese Chamber of Commerce on the same conditions as the French and foreign Chamber of Commerce. The opening of the railway to Yunnan, which the Company, by suitable tariffs, would take care to render accessible to local commerce, would lead to an increase in the transactions with China from which their political relations would benefit. His Excellency mentioned that considerable quantities of rice forwarded from Indo-China to Hongkong and Canton had contributed this year, in a large measure, to prevent in the delta of the Siang a scarcity which was threatening. Furthermore, in order to help the natives of Hainan, who were the victims of a scarcity of rice, a remission was made of the duty on 30,000 piculs of rice from Tonkin for the guilds of Hoihow. During the last two years the efforts of the Government-General had been directed to a redistribution of the sums appropriated by the Colony to its "works of influence," confining them to the hospitals and schools situated in the regions adjacent to Indo-China which would more usefully serve the interests of the Colony and maintain for it, in the Far East, a respected position.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

9th November.

POLICE INEFFICIENT.

The inefficiency of the Canton police is becoming daily more pronounced and the people are loud in their complaints. From the City from Honan, from Foshan, and in fact every place where there are police complaints are being constantly made of the slackness of the Canton and the want of zeal among the officers. The following incidents give a good idea of the state of things here, especially when it is remembered that they occurred in broad daylight. There is here a famous rice shop called *Luen Cheung*, a foki of which was sent by the manager to deposit \$600 in silver in a local bank. While on his way through Hin Chung Fong he was set upon by a number of thieves who snatched the bags of silver away from him and made off. The foki at once shouted for the police, but no constable was forthcoming, although one was supposed to be on duty near by. It is said that the man on duty was hiding himself, but whether that be true or not the fact remains that no policeman came to the plundered man's assistance. The foki returned to the shop and reported what had happened, and the manager at once went to the police station. Here the officer in charge refused to make an investigation and asked the man if he had come for compensation. Being unable to get any satisfaction the manager returned to his shop and later laid the matter before the Rice Guild and requested them to take the matter up, which they doubtless will do. Another case comes from Honan. On the outskirts of the town dwelt a widow who was reputed to be wealthy. A day or two ago a number of thieves came to her house and looted it. They did not find as much booty as they anticipated, so they deliberately set fire to the house and burned it to the ground. All this was done in open day, and yet the robbers suffered no interference from the police. Again, in that part of Honan called Ma Chung Bridge there have been so many robberies lately that the Kaifong have been compelled to build a strong gate near the bridge for the protection of the neighbourhood. This gate has caused a great deal of inconvenience, for persons from outlying villages have to pass over this bridge, and now at night they find their way barred. The inhabitants of more than ten villages have protested against the presence of this gate, but the Ma Chung Bridge Kaifong point out that the gate is a necessity. The matter has since been referred to the Honan Self-Government Society for consideration.

EXPULSION OF OFFICERS.

No less than seven officers have been cashiered from the troops serving near Canton for cutting off their queues without permission. The action of the men was reported to the Commander of the Land Forces, and he immediately disposed with the men's services. In a dispatch sent to the Military Commandant the General says he will deal most severely with any man, whether he be officer or private, who cuts his queue without permission.

PRICE OF RICE.

The price of rice has risen somewhat during the past few days. The reason given is that the second rice crop has not been very plentiful. Merchants who have been up the North and West River districts all state that they have been able to purchase only small quantities. Later, there have been large quantities of rice imported from the South, so the local shortage is not likely to have very serious results. It always happens, however, that the rice dealers are very quick to raise the price of the grain if the least rumour occurs regarding a probable scarcity.

LOTTERIES.

A large number of people here are, very indignant because the provincial government has granted permission to a merchant to run the Po Piu lotteries for a further period. The tickets for this lottery are sold for very small sums and it is a tremendous temptation to the people. There are three drawings a month, and judging from the number of persons who buy the tickets the profits must be very large. The more enlightened people here are saying that the permission to continue this lottery is in direct defiance of the wishes of the people, the best of whom undoubtedly desire the abolition of licensed gambling.

GETTING HIS DESERTS.

Chang Shing, a runner attached to the Nam Hoi Magistracy, was ordered to seal up a shop which had disregarded the opium regulations. He did not do so for two days, getting daily a heavy squeeze for allowing the shop to remain open. The affair came to the ears of the Magistrate, who punished him by making him receive 300 strokes with the bamboo.

A BIG THEFT.

The case against the Filipino who pleaded guilty to stealing Purses 2,000 and \$500 from a resident of No. 30, Saiwong Lane, was continued before Mr. E. R. Hallifax at the Magistracy yesterday. An adjournment was previously granted on the application of the police, who were in hopes of recovering some of the missing money, but Inspector Kerr informed his Worship yesterday that all efforts to trace it had been unsuccessful. The defendant first told them that he had given part of it to a sampan man, but when this man was traced he denied having received it. Then accused alleged that he secreted it in a drawer in a barber's shop at Kowloon, and was taken over by a policeman to reveal the hiding place. The shop was found, but there was no drawer in it and nothing was known about the missing money. A clerk at the Post Office was next visited, but he denied having received any money from the defendant, who finished up, on being further questioned by the police, by saying that he wanted the money for himself. The defendant was remanded in custody.

THE PROTECTION OF THE TEA INDUSTRY IN FORMOSA.

The following article appears in the latest issue of the *Exporters and Importers Journal*, of New York:

The article that appears in the *Japan Chronicle* of May 6, 1910, has caused no insignificant agitation among American and English merchants interested in the Formosa tea business. The government policy of protecting the Formosa tea industry has been severely criticised by the article as being calculated to transfer the foreign merchants' business into the hands of Japanese.

In order to make it clear whether such accusation is justifiable, it is necessary to disclose the true nature of the protection given to the Formosa tea industry. It would be difficult to make the situation thoroughly comprehensible, without briefly referring to the history of the tea industry in Formosa.

In the year 1904 at Anpeichin, Toyan Province, Formosa, the Government Experimental Plant of tea manufacture was established with the intention of reducing the manufacturing cost of Oolong tea by introducing machinery in the place of hand labour. The continual experiments have been unsuccessful, and the plant proved to be a failure.

Meanwhile, as the aborigines have been driven away, the government became the owner of a large tract of mountain land. In accordance with the policy of utilising the natural resources to the furthest extent, the government was anxious to utilize these lands for industrial purposes, and experiment has shown that the climate of the soil was favourable for the cultivation of black tea trees. Three acres were sent to the Anpeichin Experimental Plant, and black or Congou tea was made very satisfactorily.

It was thus discovered that by fostering the Congou tea industry, the large tract of newly gained mountain lands could be utilized most advantageously. In addition, the Anpeichin Experimental Plant could be made serviceable instead of being a government burden. The government, therefore, decided to encourage the cultivation of tea manufacture for Congou tea in the island of Formosa. It was difficult, however, to induce any investor to start the enterprise, as it was entirely new and experimental, without some protection, and the Formosa government deemed it best for the development of the industries of the island to offer material assistance for the undertaking of the Congou tea industry.

This subsidy was for the protection of a principle and not an individual, and was available to any individual or company willing to start a new industry. Japanese promoters happened to make the first offer to start the business if assured of government assistance until the infant industry could stand alone. The company agreed to plant Congou tea trees on more than 12,500 acres of this mountain land and manufacture Congou tea which could be marketed in Russia.

The government considered the matter carefully, and finally the free disposal of Anpeichin Experimental Plant and the subsidy of 6 per cent interest for five years for the capital invested for the cultivation and manufacture of Congou tea were granted to the promoters.

The decision thus given to the Formosa Tea Company, which has been criticised by the *Japan Chronicle* so severely, has caused much turmoil among the parties interested in the Formosa Oolong tea business. Does the protection of this sort indicate such discriminative nature as would exclude foreign merchants from the business, as the *Japan Chronicle* interpreted? It is entirely baseless, due to the negligence of inquiring into the facts.

The American and English merchants in Formosa are engaged in the exportation of Oolong tea. They buy, mix, and export what the native merchants gather from the native producers, and bring into the market. They have no interest whatever in the Congou tea industry, which has never before existed in Formosa. Therefore, the protection given to the Formosa Tea Company would affect their business interests in no way.

In regard to the policy toward the Oolong tea business, the Formosa government has endeavored to increase the commercial prosperity of the island and has made every effort to improve the demand for Formosa tea by running tea parlours in American and English exhibitions and by the general distribution of printed matter and pictures, that had in view the advertisement of Formosa tea and the benefit of all engaged in the business of selling this commodity.

It has been the aim of the government to help all interested, and due consideration has been paid in order to improve the interests of the producers as well as merchants. The policy of protecting the Formosa Tea Company by the government is to develop the new industry in the island, which has no concern at all with the existing Oolong tea business, and accordingly the established business interests of foreign merchants will not be interfered with by the protection in any way.

T. KOTAMA,
Resident Commissioner,
Formosa Government, Japan.

PORTUGAL'S COLONIES.

The total area of the Portuguese dominions beyond their base is 527,000 square miles, with a population of 12,000,000. The revenue of this Empire for the year 1908-9 was \$22,500,000.

The island group of the Azores, situated 80 miles west of Lisbon, is of strategic value, lying close to the main trade routes between Europe and the United States. It is rising into importance as a winter resort. Madeira is also of great strategic value, as it is situated on the flank of the trade route to Cape Colony. Both these island groups politically form part of Portugal proper and are represented in the Portuguese Parliament.

The Portuguese possessions in India include Goa, on the Malabar coast, won for Portugal by Albuquerque in 1510 and made the capital of her dominions in the East. The city rose to great commercial importance, having at one time 200,000 inhabitants, but this number has dwindled to under 2,000. Both in Damão, on the coast, 100 miles north of Bombay, and Diu, a small island west of Damão, and in Goa, there are valuable salt works and a considerable trade in grain.

In China Portugal has the dependency of Macao. Portuguese Timor consists of the island of that name in the Malay Archipelago, with the territory of Ambeno and island of Palo Cambing. Coffee is the chief export, as also from the Cape Verde Islands, fourteen in number, which serve as a penal colony. Portuguese Guinea, lying between Senegambia and French Guinea, produces rubber. But the best-known African possessions are the islands of Sao Thomé and Principe and the adjoining mainland territory of Angola and Loanda, which had a population of 700,000, recently made famous by the British action against forced labour in the cocoa plantations.

Portuguese East Africa, or Mozambique, consists of territories directly administered by the State and others under the administration of the Mozambique and Nyassa Companies. Lourenço, Lourenço Marques (Delagoa Bay) is the largest port, with a European population of 4,600. It has a good harbour, and owes its importance to being the terminus of the Delagoa Bay Railway, which penetrates to Pretoria. A new line from the Swaziland border to Lourenço Marques is now under construction, which will bring still more trade to the town.

LONDON SCHOOL OF TROPICAL MEDICINE.

Dr. Henry A. Miers, F.R.S., Principal of the University of London, opened the winter session of the London School of Tropical Medicine, Connaught Road, Albert Dock, E., on October 14th, when he delivered the inaugural address. Sir West Ridgeway presided, and among those present were Sir F. Lovell, Lord Sheffield, Dr. J. Canlie, General Sir Reginald Tait, Dr. A. E. Horn, Dr. E. M. Sandwith, Colonel A. Alcock, Dr. A. Duncan, Mr. C. T. Oxford, Fleet-Surgeon Bassett Smith, R.N., Sir H. Charles, and Dr. Carnegie Brown.

Dr. Miers, in the course of his lecture, said that he had a certain personal reason to understand the value and importance of the studies connected with tropical medicine, for both his grandfather and his father passed a great part of their lives in South America, and he himself was born there; so that he had heard much from his relations of the ravages of yellow fever, and was the better able to appreciate the remarkable story of the suppression of the fever in Rio de Janeiro as narrated in the first South American Supplement of *The Times*. He insisted on the importance of the co-operation of workers in different subjects, whether merely by advice and criticism or by direct collaboration, as one of the most valuable and effective features of University work, and one which could scarcely be secured under any other conditions. The professions should, he thought, more consistently and systematically take their problems to the Universities for solution, and more frequently claim the interest and assistance of University workers.

No work could better engage the energies of a University in the various branches of science than pioneer work of which the outcome was uncertain, but which frequently turned out to be in the end the most fruitful of all. Such pioneer work, undertaken in the University laboratories, often developed into results of the greatest possible importance for the professional man, and became part of the regular practice of the hospital, the engineering shops, and the centres of manufactures and industries. Many of the most prominent of recent discoveries, such as the rays called X-rays, radium, and radio-activity, had resulted from researches which could scarcely have originated except in Universities. The closer the connection between professional and technical institutions on the one side and Universities on the other, the greater would be the benefits secured both by pure science and professional practice.

This line of thought led Dr. Miers to a consideration of an aspect of scientific research and of training in scientific investigation which seemed to him to be in some danger of being neglected—namely, scientific observation. Teachers and investigators did not, he thought, sufficiently bear in mind two possible dangers that beset them under modern conditions of work. It was inherent in their sense and their intelligence, first, that those whose attention was too minutely fixed upon one thing would fail to perceive other things which were equally discernible and equally important; and, secondly, that those who looked or listened too intently for a thing might actually see or hear that which they desired even though it be not there. (Laughter.) There was a danger that scientific training and experience might quite easily predispose both the sense and the mind to this weakness. He did not think that scientific men were better general observers than other people, though some among them undoubtedly were; and he suggested, therefore, that some practice in all-round observation should be incorporated in the training of the specialist. In all scientific work they should be on their guard, not letting their knowledge get the better of them, but being on the alert for something new even in that which was almost familiar and the routine study of that which was best known. (Cheers.)

The chairman said that the benefits to the Empire and the world would be incalculable if it were made possible for the white man to live, thrive, and perhaps to multiply in the tropics. It would be a guarantee for the peace of the world. The only danger he saw of a collision between England and Germany lay in the fact that Germany, with the ever-increasing pressure of her population, could not find a place for the sale of her foot—of the any of the temperate regions of the globe because of their preoccupation by other nations. The great difficulty in carrying on the work of the school was that of money. The Government had done something and he hoped would do more. The tropical colonies also contributed, and South Africa, realizing the great danger of the insidious approach of sleeping sickness towards Rhodesia, had made liberal contributions to their funds. But where was the benevolent millionaire, where the far-sighted capitalist, where the successors to Sir Alfred Jones and Sir Chamberlain, who inaugurated the campaign against malaria?

The annual dinner of the London School of Tropical Medicine was held in the Savoy Hotel, A. J. Canlie presiding.

Mr. W. H. Lever, the chairman of the Liverpool School of Tropical Medicine, proposed "The School." He said the London and Liverpool School of Tropical Medicine were a little thin-skinned about advertising and he believed that the reason that they were short of funds was that a great number of people had no idea of the work they were doing. He would call for greater service to the nation such as ours which could be given of the enormous amount of money which had been saved by the Government in consequence of the work of those schools. In India alone there had been a saving of 2,000 troops a year formerly invaded home, but now kept in India. As each of those troops represented a capital charge of £100 to fit him for his work there was a saving of £200,000 a year there. When the cost of the tropics was taken into consideration, the saving on this item alone must be about a quarter of a million. The Government had done very little for them, regarding them with great suspicion. He hoped that before long the tropics would be regarded as health resorts rather than as places of pestilence.

The Chairman, replying to the toast, said that the subject of tropical medicine was of great importance. There was scarcely an article of food or clothing which was not rendered more expensive because of the tropical diseases among the laborers who were engaged in producing those commodities.

Lord Sheffield, in proposing the toast "The Orator of the Day," said it was a great scandal that the School of Tropical Medicine should be so ill supplied with funds. The Government, which ought to do much to assist the work, did nothing, and the City, which did little, should do more. There was no city in the world which had over-seen commerce so widely diffused and so vast in extent as London, yet the subscription list showed that the great merchants in the City did not realize their obligations. School of Tropical Medicine, but London was so large and had so many interests that all sense of local patriotism was lost. Aid ought also to be given to the school by the London Education Authority, which already helped other branches of higher education.

Dr. H. A. Miers responded.

A FREE TRIP HOME.



MESSRS. W.M. GRANT AND SONS, LTD., of Glasgow, Distillers of M. P. Whisky, have decided to give a FREE TRIP HOME to one of their Customers in Hongkong or Coast Ports.

Each case of M. P. Whisky sent to Hongkong between 1st October, 1910, and 30th September, 1911, contains a Coupon, one of which will be valid for a FREE FIRST CLASS PASSAGE to the Old Country.

H. RUTTONJEE & SON,
WINE & SPIRIT MERCHANTS,
38 & 40, QUEEN'S ROAD.
1260]

A MALARIA CAMPAIGN IN INDIA.

It has been computed (says the *Englishman*) that malaria alone is responsible for a heavier mortality in any given year than plague, cholera, small-pox and other diseases put together. But it is not merely the heavy death-rate from this cause that is to be deplored. Its after-effects on those who escape with their lives are so serious that in the majority of cases the constitution is undermined for the remainder of the victim's life. The mere fact of being cured of an attack of malarial fever does not release the patient. For years afterwards attacks occur; and as this disease always attacks the weakest organs, its effects are invariably serious, and there is never any certainty as to the form in which it may break out at any time. The economic loss to the country, due to debility and the suppressed vitality of the younger generation, is very great. The other day the Lieutenant-Governor of the Punjab, in a resolution on the report of the Sanitary Commissioner for 1908, stated that the epidemic of malarial fever had paralysed the administration of the Province. The Lieutenant-Governor of the United Provinces added his testimony to the fearful ravages of this scourge of India. And now we have the Lieutenant-Governor of Eastern Bengal and Assam recording his views on the same subject in the Note reproduced in our yesterday's issue.

The New Province has a bad record for malarial fever. For years past the mortality has been so heavy—between 600,000 and 700,000 annually—to cause the gravest concern to the authorities. "In many parts of the Province," says Sir Lancelot Hale, "the disease is favoured by climatic and social conditions, and cannot be successfully counteracted unless the efforts made against it are widespread and well organised, and supported intelligently by the people themselves. Research shows that malaria is largely preventable, and therefore it is the duty of a Government to educate the people in methods of protecting their health until they are capable of dispensing with State aid." With this object in view, three lines of action are to be taken, viz., the general improvement of physiological and sanitary conditions; the extermination of mosquitoes, and quinine treatment and prophylaxis. In connection with the first point, we direct attention to a remarkable letter from Major Ronald Ross, in the *Times*, in which he describes the conditions in which the poorer people of India live; how they have to gather in small, hot, and very damp, and unsanitary places, and how they are well-known in connection with malarial fever investigations, and his remarks are well worth serious consideration in connection with the malaria campaign inaugurated by the Lieutenant-Governor of Eastern Bengal and Assam. We notice that he does not say what steps are to be taken in this connection; while in regard to the second line of action proposed, he does not intend to move until "enquiries have determined the precise extent to which money and labour can most profitably be directed."

The third line of action, he observes, is more immediately practicable, viz., quinine treatment. It is fully recognised that the intermittent use of the drug will not have the effect of exterminating malaria. It has therefore been decided to adopt Dr. Bentley's system, which consists in the distribution of quinine by treatment, and not by doses, as hitherto. Dr. Bentley is very well known in connection with investigations into malaria and Kala Azar in Assam, and he has arrived at his system after prolonged research. The new system is to be introduced early next month, and as a beginning, one ton of quinine, made up in quantities of 20 four-grain tablets, has been ordered from Messrs. Burroughes, Wellcome & Co. The only question is whether the firm will be able to lay their hands on a ton of quinine at once. It is hoped that it will not be a case of Sir George Birdwood's and Sir Edward Buckle's order for a ton of carrot seeds, given some fourteen years ago to Messrs. James Carter & Co. the well-known London seedsmen, in order that the crop of carrots should provide food for the famine-stricken. Messrs. Carter searched the United Kingdom and the Continent before they could supply the order, as carrot seeds are exceedingly light; but so is quinine. In addition to the distribution of quinine, the bacteriological laboratory will carry out water and other analyses, while boring experiments are being carried out all over the province, and a standard of purity of the water supply is being worked out. Thus, strenuous effort is being made to combat malaria in the New Province.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Daily Press only, and open business matters must be sent to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: Press Office A.B.C. 5th Tel. Office.

NEW ADVERTISEMENTS

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

M. E. O. MURPHY, W.R.S., will read a paper on "PRODUCER GAS," in the Rooms of the above Institution at 9 P.M. on MONDAY, 14th November, 1910. The adjourned discussion on Mr. RICHARDS' paper will also take place. Hon. kong, 11th November, 1910. [1273]



NOTICE

IT IS HEREBY NOTIFIED that, on and after MONDAY, the 14th inst., the SUPPLY OF WATER to the Rider-main District will be controlled by bringing the RIDER MAINS into operation, and that the water will be turned on to each Rider-main daily for TWO CONSECUTIVE HOURS. Information as to the hours of supply to any particular property may be obtained on application at the Office of the WATER AUTHORITY or REGISTRAR GENERAL or at the TUNG WAI HOSPITAL.

W. CHATHAM,
Water Authority.
Public Works Department.
Hon. kong, 11th November, 1910. [1274]

ORIENTAL HOTEL.
SATURDAY, 12th NOVEMBER, 1910.

DINNER MENU.

Hot d'Oeuvre a la Russe.

SOUP:
Clear Turtle Royale.

FISH:
Solo Menniere.

ENTREE:
Fillet of Beef Henry V.

Terrine of Chicken Gastronomique.

Pate de foie gras on Belle Vuo.

REM-VES:
Lamb and Mint Sauce.

Spring Vegetables.

ROAST:
Quail and Salad Italienne.

Asparagus and Mayonnaise Sauce.

SWEETS:
Pears a la Conde.

Pyramid of Ice Cream.

Fruit and Dessert.

Coffee.

Hongkong, 11th November, 1910. [1276]

FOR SHANGHAI

THE P. & O. S. N. Co.'s Steamship

"DELTA,"
Captain B. W. H. Snow, will leave for Shanghai

on SATURDAY, the 11th inst., at 6 P.M.

For Freight or Passage, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th November, 1910. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"E. FRANZ FERDINAND,"

Captain Cobel, will leave for the above

places on SATURDAY, the 19th inst.

This Steamship has special accommodation for

passengers. Electric light, carries a doctor

and stewardess.

For Freight or Passage, apply to

SANDER, WILDER & Co.,
Agents.

Princess Building.

Hongkong, 11th November, 1910. [3]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the

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and expense.

Consignment of Cargo from SINGAPORE

and PENANG are requested to take IM-

MEDIATE delivery of their goods from along-

side, such cargo impeding the discharge of the

Vessel will be landed and stored at Consignees'

risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the

Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 10th November, 1910. [1275]

WANTED.

BOARD and RESIDENCE in a Private

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Care of "Daily Press" Office.
Hongkong, 5th November, 1910. [1257]

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THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

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A FINAL DIVIDEND OF ONE SHILLING and SIXPENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15 per cent. for the year ending 28th February, 1910.

COUPON No. 15 is Payable on 2nd November, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, and the RUSSO-CHINESE BANK at Tientsin and Shanghai.

J. S. DOBIE,
Agent.

Hongkong, 2nd November, 1910. [1249]

ST. ANDREW'S BALL.

SUBSCRIBERS and Guests are reminded that the Ball Practice will be held in the CITY HALL from 5 to 7 P.M. on the following days:

TUESDAY, November the 15th.

DANCING SHOES MUST BE WORN BY ALL DANCERS.

The Committee desire to draw the attention of Members and Friends to complaints lodged as to the inconvenience caused by the attendance of Children at the Practice Dances, and, in consequence, request that Children may not, in future, be brought on these occasions.

P. S. JAMESON,
Hon. Secretary.

Hongkong St. Andrew's Society.
Hongkong, 5th November, 1910. [1253]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

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Hongkong, 29th October, 1910. [1229]

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Hongkong, 8th June, 1906. [84-168]

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HONGKONG HANSARD REPORTS

of the MEETINGS of the

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Revised by THE MEMBERS.

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DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

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[42]

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Hongkong, 10th November, 1910. [1270]

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Hongkong, 10th November, 1910. [1271]

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Hongkong, 3rd November, 1910. [1250]

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Care of "Daily Press" Office.

Hongkong, 7th November, 1910. [1258]

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Hongkong, 1st December, 1909. [79]

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SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The "Frama" stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

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Hongkong, 1st November, 1910. [8]

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"HOMEVILLE," 153, WANCHAI ROAD, TEN ROOMS. Good View of Harbour.

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Hongkong, 24th September, 1910. [1124]

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Hongkong, 1st November, 1910. [89]

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Hongkong, 1st October, 1910. [795]

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GODOWN, No. 5A, DUDDELL STREET.

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Hongkong, 1st November, 1910. [88]

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Hongkong, 28th July, 1910. [874]

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Hongkong, 1st November, 1910. [94]

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C. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910.

FOR SALE.—TOP CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

WANTED.—A Small Furnished House, 4 to 6 Rooms, for a few months from about November, 1910, about Robinson Road level for choice.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 9th November, 1910. [91]

TO LET.

No. 33, SEYMOUR ROAD LOWER.

Apply to—
SAM WANG & Co.,
81, Queen's Road Central.

Hongkong, 3rd November, 1910. [1251]

TO LET.

OFFICES, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.

Hongkong, 2nd February, 1910. [151]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000

RESERVE FUND ... 16,500,000

HEAD OFFICE—YOKOHAMA.

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HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 1/2 per cent per annum on the daily balance.

On fixed deposits for 12 months 4 1/2 per annum

" " " 6 " 3 1/2 "

" " " 3 " 2 1/2 "

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Apply to—
TAKEO TAKAMICHI,
Manager.

Hongkong, 26th September, 1910. [139]



Sozodont

Everyone uses a toothwash or powder.
Most are not satisfied and try one after another.
And still the teeth are not as white and hygienically clean as they should be.
Let them try SOZODONT.
It does what is wanted and is the most pleasant dentifrice one can use—fragrant, smooth, and antiseptic.
Ask your dentist to tell you how good "Sozodont" is.
Sozodont is in three forms—powder, liquid, and paste, each equally effective.
Try the powder first, it meets the requirements of most people.

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Launches complete ready to run.
Engines operate on KEROSENE, GASOLINE, or ALCOHOL.
Any one can operate them.
All launches guaranteed and tested.
High grade pleasure and service motor boats, 16, 18, 20, 22 and 24 feet long, easy for use with high grade two cycle reversible Detroit VICTOR OH. RUBS, used throughout the world. Agencies with first-class reputations for pleasure and service. Bank references exchanged. Will quote prices in your own currency. CATALOGUE giving all information in regard to construction, dimensions, equipment, etc., and SPECIAL PRICES, UNSOLICITED TESTIMONIALS FROM OWNERS OF MICHIGAN STEEL BOATS IN ALL PARTS OF THE WORLD SENT ON REQUEST.
MICHIGAN STEEL BOAT CO., 1255-1500, Jefferson Avenue, Dept. "M", DETROIT, MICHIGAN, U.S.A.

1169

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Thin Children

thrive on Plasmon wonderfully. Plasmon is the richest food in the world for nitrogenous, flesh-forming properties, and when mixed with other foods increases their nutritive value tenfold.
Plasmon is easily assimilated and digested by even the most delicate constitutions.

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WHAT IT HAS DONE FOR OTHERS it will DO FOR YOU.
Its refreshing and exhilarating effects are a revelation to those who have never tried it before.
"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.
The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

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719

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NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1909
£19,875,357.

I. Authorised Capital ... £6,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500 0 0
II. Fire Funds ... 3,489,136 6 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

HEWAN, TOMES & CO.,
Agents.

Hongkong, 19th July, 1910.

778

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



SCOTCH WHISKY

AGENTS FOR
HONG KONG, CHINA & MANILLA.
J. & A. TATSON & CO. LTD.
1217

JAPAN'S FISCAL POLICY.

SPEECH BY MARQUIS KATSURA

As was already reported by telegraph, Marquis Katsura, Premier of Japan, delivered an important speech on the financial scheme of the Government for next year at a meeting of the representative bankers and businessmen of the country held in Tokyo recently. We are indebted to the Japan Mail for the following full translation of the speech mentioned:—

GENERAL OBSERVATION.

Looking back at the financial and economic changes that have taken place since the meeting held in this place the year before last, it is a source of much gratification to me, as it is to you also, gentlemen, to find that, although there have been some deviations, the general course of events is steadily advancing as foreseen.

With regard to the state of affairs that existed at the time when I first set myself to the work of adjusting the finances, it is fresh in the memory of us all that to meet the heavy expenses incurred during and after the war, not only were our national debts largely increased, but in the matter of taxation also addition after addition was inevitable, the result being that an uneasy feeling was engendered concerning our finances; our State securities fell seriously in domestic and foreign markets, which influence spread widely throughout economic circles at home, and happening to coincide with a period of disturbance in Japan and foreign countries, developed profound dimensions, so that our economic experience a time of many evils and numerous difficulties. Fortunately, the Government and the people alike appreciated the roots of the trouble and, uniting their strength, applied it to measures of aid, so that finally we have arrived at the conditions existing to-day. The Government has devoted its energies to adjusting the finances; has had regard to equilibrium between income and expenditure in the yearly budgets; has consolidated the finances and strengthened them; has carried out a scheme for redeeming State securities; has conducted adjustment during the current year so as to ease the people's burdens; is endeavouring gradually to bring about harmony between the public and the Government; and, following the policy of habitual concord between official and private measures of finance, is exerting all its strength for that purpose. Thus our country's finance and economics are mutually and gradually tending to a condition of strength, as is plainly perceptible. Hence it is not only essential and proper that this fixed financial policy should be continued long and thoroughly, but also in proportion to the national destiny depends on the responsibilities of the Empire at home and abroad grow heavier, the basis of our finances and economic must be made firm, so that that most essential desideratum, the country's strength, may be fully developed. Nothing is more imperative, and therefore the Government is determined resolutely to maintain its fixed policy in the matter of finance. It is true in compiling the Budget for next year many enterprises and institutions present themselves for consideration, but the Government will adhere to its policy.

I. In the general budget equilibrium shall be maintained between outgoings and incomes, and recourse will not be had to loans.
II. The plan shall be adhered to of redeeming at least 50 million yen of State bonds with the object of strengthening confidence in these securities. This policy shall be regarded as fundamental. Not even a partial change shall be permissible, and fullest care will be taken to preserve harmony between the above two courses, while at the same time providing for the necessary expansion of administrative duties at home and abroad and having due regard to expediency. The Budget for next year has been drawn up in accordance with these principles, and you may rest assured, gentlemen, of the fact.

NAVAL EXPENDITURE.

The uniform and cardinal policy of this Empire ever since the opening of the country has been to preserve the peace of the Far East and to guarantee the safety of the State. All countries are now firmly convinced of our earnest desire for peace. Our alliance with England grows steadily closer, and the two countries are working hand in hand, are labouring for the preservation of peace as a matter of course. Moreover, our relations with other countries are perfectly friendly and satisfactory, which is a matter of sincere congratulation in the nation's interests. Since my assumption of office I have had profound regard for the actual conditions of the Empire, and have considered the history of the past, my resultant conviction being that nothing is more imperative than to preserve peace. Therefore from the outset I devoted all my energy to cultivating a peaceful policy, and day and night I have endeavoured to toil for the increase of the nation's prosperity. Since then the preparedness of the national defence has a large and important bearing upon the preservation of peace. I have habitually paid most careful attention to this point; and in view of the fact that there has been a change in the tendency of shipbuilding, so that the form of warships has materially altered, it becomes necessary for the preservation of our country's safety with this position that we should keep pace with this change in other lands by adopting corresponding alterations. This is unavoidable, and as a consequence alterations have to be made in our plan of naval construction. Fortunately the practical operation of our fixed financial policy has so consolidated it that we find no difficulty in meeting this necessity in the national defence, and while preserving harmony between them and the finances, we are able to provide the required funds out of the ordinary Revenue. Thus in a period of 6 years, commencing from next fiscal year, a sum of 80 million yen will be added to the fixed continuing expenses of the Navy. I am persuaded that it will be fully understood at home and abroad that this step is taken solely with the object of reserving peace and that it will be carried out within the limits of supplementing the naval strength in strict view to the imperative dictates of national defence. It also affords me great satisfaction to be able to say that the problem of national defence has been solved without any conflict with the financial policy and that if solution is feasible without producing any effect upon the people's lives.

ECONOMIC PROBLEMS.

The floods this year were of extraordinary dimensions and the degree of damage wrought was proportionately large. The greatest sympathy must be felt with the sufferers. It is matter for the deepest thankfulness that all these showed cheerily in devising and giving effort to measures of relief. The Government also instructed its subordinate to spare no pains in indicating and superintending remedial device suitable to the emergency. Full investigations have not yet been carried out, but works needed for purposes of restoration are approximately, and the Government has made arrangements for paying out relief funds with all expedition so soon as the examination is completed. Further, in the case of outlays which will have to be borne by the localities

and which will call for the issue of local loans, the Government will give every facility to lighten the result. Since, however, the question of river control has a vital bearing on the security of the country, temporary measures or works of mere restoration can not by any means be deemed sufficient. Therefore steps will be taken for investigating the problem in all its bearings and carrying out some permanent and sufficient measure. To that end a committee of investigation has been appointed, and on receipt of its recommendations the Government will give due consideration to the subject.

EFFECTS OF OHIO-EN INCORPORATION.

With regard to the annexation of Korea, you doubtless gathered his Majesty's intentions from the receipt issued on the 29th of August, and as you are already acquainted with the subsequent course of events I need not detail them. It is enough to say that annexation was effected without any disturbance whatever, and that it has contributed materially to the cause of peace in the Far East. That by this measure more than 10 millions of persons have become direct subjects of his Majesty and are placed in a position to enjoy the blessing of his rule as well as to promote their own prosperity by adopting the appliances of civilization, is an unprecedented achievement. I venture to trust that my countrymen, appreciating his Majesty's intention, will treat their new fellow-subjects with kindness and consideration. As for the expenses of administration in Korea, it is true that they will have to be borne by this Empire, but as considerable sums have already been advanced under various headings and the Chosen outlays are to be included in a special account, while, at the same time, every precaution has been taken to make them go as far as possible, a small amount by way of supplement to the outlays hitherto made will suffice. It is thus expected that Korea, after annexation, will not prove to be an incubus on the general finances. As for the bonds and other pecuniary obligations incurred by the Korean Government, means of redeeming them had already been devised, so they will not constitute any new burden or exercise any influence on the Empire's finances. In a word, while the political relations resulting from amalgamation are large, the financial bearings are comparatively small, whereas the developments of the Peninsula's resources in future are of great financial importance to Japan and demand our all consideration. It is to be sincerely hoped that you, gentlemen, will, by earnest investigation and effort, establish constantly closer economic relations with the new territory, hasten the assimilation and unity of its people and thus consummate the purpose of the amalgamation.

CONVERSION OF BONDS.

With regard to the consolidation of bonds commenced this year, extraordinary progress was made owing to your great assistance, so that, up to to-day, out of the bonds whose redemption period had arrived, some 500 million yen have already been dealt with. The success of such a great and arduous task as consolidation cannot be predicted until a long time has passed, but that such a large number of bonds have been dealt with in the short space of half a year, and that the new four per cent. are keeping their value in the market, is a clear proof that this consolidation has progressed favourably. Having once commenced this work, it is only right and proper to carry it to completion. But as some misapprehensions appear to exist, I take this opportunity of making a definite statement.

In connection with consolidation, it is of course important not to disturb the market by the introduction of large blocks of foreign capital. As a matter of fact the total sum thus introduced hitherto does not exceed 20 millions, and I bespeak your attention to the fact that this insignificant effort that such a small sum is incapable of producing. Nevertheless it cannot be doubted that because of consolidation an unexpectedly large movement of capital has been witnessed at home, and as a result there has been an increase of idle capital in the domestic market. Unceasing attention has been devoted to this subject and measures have been taken to call up a part of the unemployed capital, as by floating industrial debentures which constitute an even a of distribution of the money market, or by issuing exchequer bills, and by other devices. Happily up to the present, in spite of continued dullness of the money market, no evil phenomenon has of the moment presented itself. The Government, fully conscious of the many factors that influence the money market, will continue to exercise the utmost circumspection. The history of finance in our country shows a tendency to localization, and endeavours will now be made to distribute the surplus capital lying idle in the great centres to the provinces so as to equalize the rate of interest and encourage the spirit of enterprise. The finances of the localities are still in an undeveloped condition and means of creating that defect so as to promote the progress of agriculture and industry are still needed.

THE ECONOMIC SITUATION.

As to economic conditions, examination of facts and reference to statistics show that beyond question sound enterprises are developing and strengthening their bases. From

"NERVES."

A TOTAL PHYSICIAN'S REMARKABLE STATEMENT.

"I feel nervous—all on end—as if something were going to happen."
How often does one hear these words, or something very like them, on a sensation of nervousness in one of the commonest troubles of modern times.

While the body's own wonderful remedial power would undoubtedly rectify this condition if the cause were known, few people are able to discover this cause, or to give the necessary care and attention to eliminate it. The result is that they get worse instead of better.

Happily, for such people there is a perfectly simple, healthy and lasting means of overcoming and banishing these nervous symptoms which may take on an infinite variety of forms. This is Sanatogen, the great vitalizing tonic-food which has received the written endorsement of over twelve thousand doctors, including ten physicians to crowns, heads of Europe. Sanatogen contains organic phosphorus in exactly that form in which it exists in the brain and nervous system. The result is that the phosphorus, which is always deficient in these nervous conditions, is immediately absorbed and assimilated by the nervous system, which at once begins to act in a perfectly normal manner.

If, on the other hand, these nervous conditions are ignored they may in time, lead to Neurasthenia, with all the misery and morbid despair that term implies.
Dr. E. Persichetti, Physician to H.M. the Queen Mother of Italy writes:—"I have used Sanatogen in several cases of Neurasthenia, with the result that in every case the nervous symptoms were greatly diminished. I am convinced that Sanatogen is a valuable food-tonic to restore lost strength."
Sanatogen may be obtained of all Chemists.
[1217-343]

January to September this year, the sums devoted to increasing and establishing banks and companies reached a total of 363 million yen. This indicates a really great rate of development. Especially when we observe that the above total includes 60 millions on account of enterprises started during the year of industrial fever, and temporarily abandoned until taken up again this year. The evil state of affairs which we had all so lament some time ago, has now made way for the dawn of a better era. It must be observed, however, that the unhealthy elements of our economies do not come from external causes only; they are derived also from want of confidence in our business-men and from the nature of their enterprises. It is therefore to be earnestly hoped that every effort will be made to correct what is defective and strengthen what is worthy, so as to promote the development of the country and consolidate the national strength.

WEATHER REPORT.

On the 10th at 12.05 p.m.—The barometer has fallen rapidly over S. Japan and risen slightly over S. China.

The depression, which has become much deeper, has moved Eastwards and now occupies W. Japan.

A second area of low pressure is moving Eastwards to the S.E. of the Loochoos.

The high pressure area is lying over W. China.

Pressure has given way slightly in the Philippines, and gradients are rather steep over the N. part of the China Sea, where a strong North-easterly wind to gales may be expected.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood (N. wind, strong; fine, equal y.
Formosa Channel Same as No. 1.
South coast of China between Same as No. 1.
Hongkong and Loochoos.
South coast of China between Same as No. 1.
Hongkong and Hainan

LATEST STEAMER MOVEMENTS.

The Indo-China str. Kumang left Calcutta for the Straits and Hongkong on the 8th inst. and is due here about the 24th instant.

The Austrian Lloyd's str. Fr. Ferdinand left Singapore for this port on the 10th instant a.m. and is due here on the 16th instant.

"OUT OF SORTS"?

Is that your condition? You don't feel right-down ill, but you are not "up to the mark"—you have occasional headaches, or a little dizziness, or some pain after eating, or wind in the stomach! You are "out of sorts." It isn't right that you should be like that and it isn't necessary! Your stomach is at fault. Take a few doses of Mother Seigel's Syrup, after meals, and you will soon be as well as you wish.

YOU NEED THE DIGESTIVE TONIC

The herbal extracts of which Mother Seigel's Syrup is made will tone up and strengthen your stomach, and thus banish your ailments, increase your vitality, and make you fit and well. Mr. S. R. Evans, B.A., 41, Rosebery Rd., Redfield, Bristol, says:—"For so long as I remember, Mother Seigel's Syrup has been used by the various members of my family, from time to time, for indigestion and allied complaints, always with excellent results. As for myself, Mother Seigel's Syrup has kept me fit and well for more than twelve years past."

MOTHER SEIGEL'S SYRUP

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS.
THE SAME TO-DAY AS IN 1745.
150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

JUST RECEIVED AND FOR SALE for the PRESENT SEASON.
From the AGRICULTURAL and HORTICULTURAL ASOCIATION of LONDON.
A selection of the best varieties of their famous and tested
VEGETABLE and FLOWER SEEDS.

ALSO
GARDEN FERTILISERS, BOOKS ON GARDENING, &c., &c., &c.
GRAHAM & CO.
1131, 27, DES VŒUX ROAD, HONGKONG.

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL FIELDS Co., Ltd., who are prepared to supply FRESH COAL straight from the Mines Steamers lead at the Wharves. Quick despatch Telegrams: "Labuan Labuan."
LABURN & CO., Agents.
Hongkong, 12th August, 1909. [51]

MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SATO, SHINNEW and KAMIYANADA, Coalfields.
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AGENTS: M. ASADA, ENG. CHINKIANG; Messrs. GRANT & CO., MANILA; Messrs. MACDONALD & CO. For Particulars apply to

H. OISHI, Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909. [574]

CHAPOTEAU'S MORRHUOL



Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

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Documents translated from or into Chinese or Colloquial Chinese.

THE GROWING USE OF CEMENT.

The rapid increase in the use of concrete in certain connections was once viewed with alarm in the iron and steel trade, as superficially it appeared that concrete was tending to displace iron and steel along certain lines. These fears were dispelled when it became apparent that the availability of concrete was encouraging industrial operations, and by broadening such operations was indirectly encouraging the consumption of iron and steel along various lines, while directly the use of concrete created a demand for steel, as for re-enforcing material and steel sheet piling.

With cement and iron so closely allied, a statistical comparison of production is naturally of interest. In the table below there is given, for each of the past four decades, the production of pig iron in gross tons and production of cement in barrels. In a measure, Portland cement supplanted natural cement, and the figures therefore include both Portland and natural cement, together with the small output of puzzolan cement. In recent years the great bulk of the output has been Portland.

Production by Pig iron. Cement.
decades— gross tons. barrels.
1870-79 21,885,265 22,000,000
1880-89 51,534,529 45,000,000
1890-99 93,538,215 98,000,000
1900-09 197,807,609 334,000,000

The table illustrates in a general way the tendency of pig-iron production to double every ten years. Production has, however, been seriously affected by the great industrial depression, 1873-78 and 1893-98, lost ground being made up meanwhile. Thus in the second of the four decades covered above, production was much more than double that in the first decade, while in the third decade failed to double the second, and the fourth much more than doubled the third. Comparing the first and third, there is a trifle more than a quadrupling, while comparing the second and fourth there is almost precisely a quadrupling.

With so rapid an increase in the consumption of cement, the consumption of iron and steel would already have given clear evidence of tending to cement, were the tendency in that direction. The promise is rather that, if the use of cement continues to grow rapidly, the activities involved will carry along an increased demand for iron and steel.—Iron Trades Journal.

THE ALLEGED IMPENDING BOXER RISING.

THE AMERICAN REPORT.

Following is the full text of the report in the American Press mentioned by Reuters recently, the truth of which the State Department at Washington has denied:—"China is declared to be on the verge of another upheaval similar to the Boxer uprising and theories of foreigners are in jeopardy. Recent advices from Government officials in China express the belief that an outbreak at any time would not surprise them. The State Department has instructed officials to maintain a close watch on the internal conditions.

"All through the summer months, there have been mutterings of discontent in some of the Chinese provinces, due to the rice famine, dynamic differences and dissatisfaction over acts of the Peking Government as to foreign investments in China. Good harvests mitigated to some extent the gravity of the situation, but there is still a general feeling of unrest according to personal letters received here from men on duty in that quarter.

"The Army and the Navy are prepared for any emergency, but their readiness is solely a precautionary measure, it is said, and should not be taken as an indication of immediate danger.

"Authentic advices from those charged with keeping in touch with the conditions indicate that the only thing lacking to parallel the present situation with that preceding the Boxer trouble, which drew into China the American forces as well as those of other nations, is the matter of organization, and that it only needs a leader to effect that.

Every vessel in the Asiatic fleet as well as the military force at Manila, is prepared for almost instant action in the event that trouble breaks. United States Minister Calhoun at Peking, who last May reported to the State Department the generally disquieting anti-foreign and anti-dynastic rumours, is keeping in close touch with the situation there, and the foreign consular body at Nanking early in the summer emphasized to the Viceroy the importance of immediate protective measures.

BARCLAY, PERKINS & CO.

FAMOUS LONDON STOUT.



The Leading Brand

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The best that can be obtained.

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[1037]

INTIMATIONS

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Portable Locomotive Boilers and Engines.
Marine Boilers Complete.
Vertical Steam Engine, Rope Drive.
"Plenty" Engine and Dynamo.
Vertical Feed Pump.
Vertical Feed Pump and Auto Screening and Loading Machine.
Steam Crushers.
Cement Mixer.
Palmerston Pumps.
Duplex Steam Pumps.
Duplex Feed Pump.
Double Acting Pump, single Cylinder.
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3-Throw Ram Pump.
Single Centrifugal Pump with Engine.
Single Centrifugal Pump with Pulleys and Shafting.
Double Centrifugal Pump with Pulleys and Shafting.
Centrifugal Pump with Pulleys.

12" Expansion Joints for Centrifugal Pump.
c. 1. Foot Valves for Centrifugal Pumps 9" and 12" Diameter.
Rocker Pump Engine.
Steam Winch.
Steam Pile Driving Winch.
Motor Driven Winch with Controller.
Large Pile Driving Steam Hammers.
Small Pile Driving Steam Hammers.
Two ton Hand Cranes.
Tip Waggon and a Number of Carriages for same.
Iron Skip Buckets.
c. 8 "Tyred" Wheels without Axles.
c. 8 "Tyred" Wheels with Axles.
14 lb. Rails with Iron Ties.
40 lb. Rails.
Flanged Steel Piping.
Railway Sleepers.
Hardwood Core Bars.
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12" c.i. Right Angle Bend.

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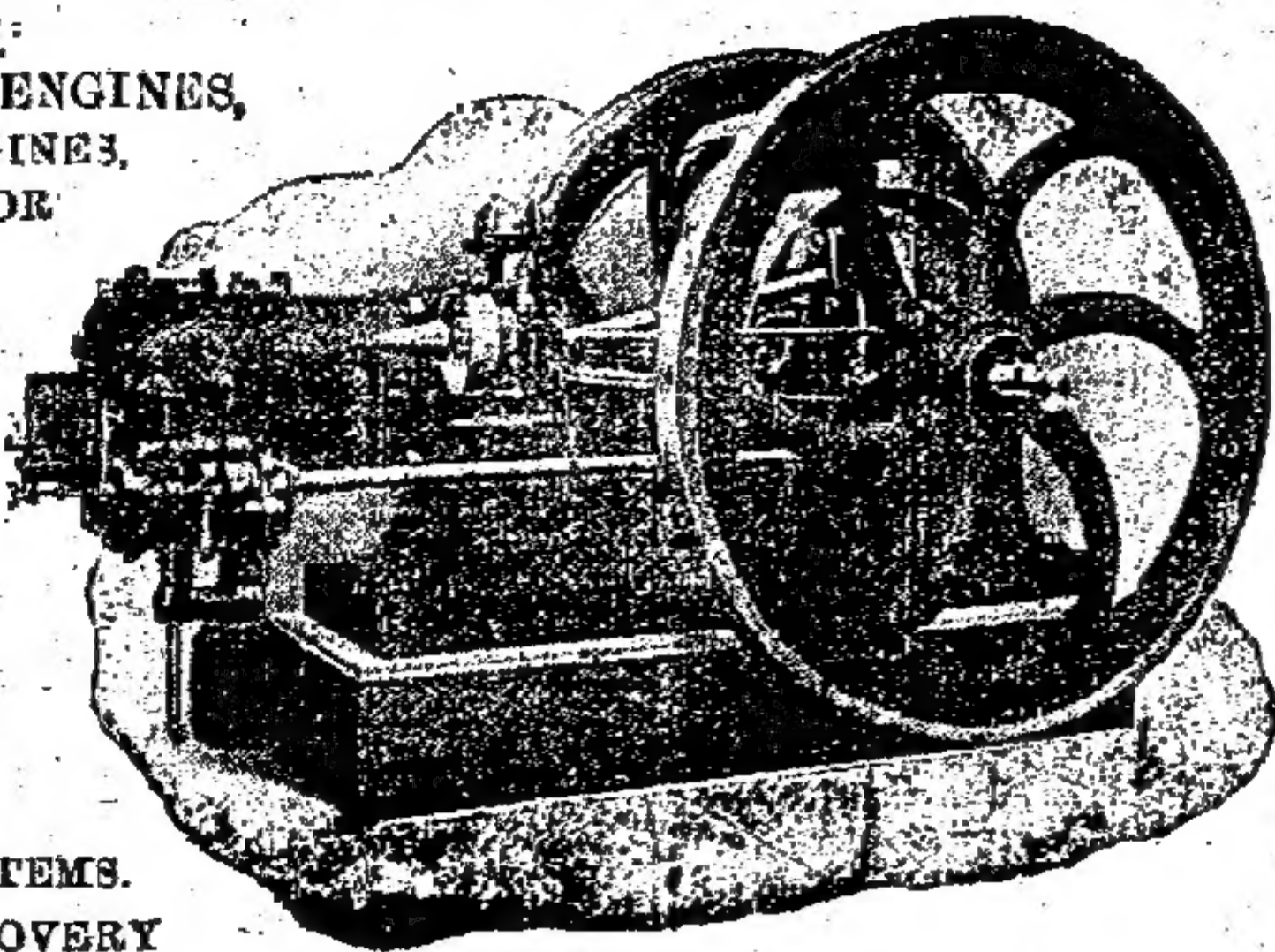
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HONGKONG, CHINA AND JAPAN.

Hongkong, 3rd October, 1910.

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Kobe & Yokohama	"PRINZ SIGISMUND"	5,000	About 15th November.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINCESS ALICE"	20,300	Wed. day, 16th Nov., at Noon.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	"KLEIST"	17,000	About 16th November
KUDAT & SANDAKAN	"BORNEO"	5,050	End of November.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	6,000	Saturday, 3rd Dec., at Daylight

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NORDDEUTSCHER LLOYD, MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 10th November, 1910.

PASSENGER SEASON 1911. IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.		
"PRINCESS ALICE"	20,300	ON MARCH 22ND.
Capt. P. GROSCH.		
"LUETZOW"	17,300	ON APRIL 5TH.
Capt. B. WILHELM.		
"KLEIST"	17,000	ON APRIL 19TH.
Capt. O. PARNKE.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO HAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. Now System of Telefunken.
Early booking recommended.
For Particulars, apply to

MELCHERS & Co.,
GENERAL AGENTS.
[1062]

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

For PORTLAND, VIA MOJI, KOBE, YOKOHAMA & SAN FRANCISCO.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP Tons. CAPTAIN To SAIL.
"HENRIK IBSEN" ... 4,578 ... Christen Smith ... On 23rd November.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON,
AGENT.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1911.

MARSEILLES AND LONDON.

PROPOSED SAILINGS OF MAIL STEAMERS TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DELHI	8000	February 4	MANTUA	March 4
ARCADIA	7000	February 18	MALWA	March 18
ASSAYE	7500	March 4	MACEDONIA	April 1
MARMORA	10500	March 18	(Through Steamer calling at Bombay)	April 15
DEVANHA	8000	April 1	MOLDAVIA	April 29
DELHI	8000	April 15	MONGOLIA	May 13
ASSAYE	7500	April 29	MOREA	May 27
DELTA	8000	May 13	MOOLTAN	June 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERME DATES (Non-Transit) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
* SUNDIA	about 25 January	about 11 March
* NUBIA	about 8 February	about 25 March
* SYRIA	about 8 March	about 24 April
* NORE	about 22 April	about 8 May
* PALAWAN	about 19 June	about 5 June
* BORNEO	about 3 July	about 17 July
* SICILIA	about 31 July	about 17 July
* SUMATRA	about 14 July	about 31 July
* NILE	about 14 July	about 31 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):
1st SALOON £55.0 SINGLE, £82.10 RETURN.
2nd " £38.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.
For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

10021

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO.

TOYO KISEN KAISHA.

SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HOLOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATE
* CHIYO MARU	21,000	SATURDAY, 12th Nov., at 1 P.M.
* MONGOLIA	27,000	SATURDAY, 3rd Dec., at 1 P.M.
* TENYO MARU	21,000	SATURDAY, 10th Dec., at 1 P.M.
* KOREA	19,000	SATURDAY, 17th Dec., at 1 P.M.
* NIPPON MARU	11,000	SATURDAY, 31st Dec., at 1 P.M.
* SIERRA	18,050	SATURDAY, 7th Jan., at 1 P.M.
* MANCHURIA	27,000	SATURDAY, 21st Jan., at 1 P.M.

* Twin Screw. * Triple Screw Steamer. * Via Manila.

All Steamers are Equipped with Wireless Telegraphy.

THE T.K.K.S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on SATURDAY, 12th November, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioners of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consuls General, Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

ASIA..... 9,500 Tons..... SATURDAY, 14th Nov., at 1 P.M.

CHINA..... 10,200 Tons..... SATURDAY, 14th Jan., at 1 P.M.

The s.s. "ASIA" will leave for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 19th November, at 1 P.M.

On the Fine MAIL Steamers, ASIA and CHINA, FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports, £43.

HONGKONG TO SAN FRANCISCO via New York " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (Opposite Blake Pier).

FRED J. HALTON, AGENT.
[1227]

VESSELS ON THE BERTH

"INVER" LINE OF STEAMERS, LTD

For BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INVERESK,"

Capt. A. H. Smith, will be despatched as above on or about the 11th Nov.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 25th October, 1910. [1211]

"SHIRE" LINE OF STEAMERS, LTD

For MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. E. Warner, will be despatched as above on 17th November.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 10th November, 1910. [1272]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"AYMERIC,"

FROM HONGKONG.

SATURDAY, THE 19TH NOVEMBER.

FOR VANCOUVER DIRECT.

To be followed by

HALLAMSHIRE... 15th Dec.

SUVERIC... 17th Jan. 1911

KUMERIC... 9th Feb.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO., Hongkong.

Hongkong, 10th November, 1910. [1255]

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK VIA

PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"INDRAPURA" (SATURDAY, 25th

November.

For freight and further information apply to—

SHEWAN, TOMES & Co., General Agents.

Hongkong, 2nd November, 1910. [1241]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DORON).

Calling at SINGAPORE, PENANG

CALCUTTA, LAMBO, ADEN,

SUEZ AND PORT SAID

(Taking Cargo at through rates to the Brazils,

to South Africa, Persian Gulf, Red

Sea, Black Sea, Levant, Venice,

and Adriatic Ports).

THE Company's Steamship

"CHINA,"

Capt. Pavissich, will be despatched as above on

MONDAY, 28th NOVEMBER.

This Steamer has capital accommodation for

passengers, excellent cuisine, electric light,

electric fan and carries a doctor and a stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Princes' Buildings.

Hongkong, 2nd November, 1910. [3]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF

ABSOLUTELY INTEREST.

By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs

Service, Author of "The Mystic

Flower Land," etc.)

THE VOLUME which consists of 461

Pages, and includes a Sketch Plan of

historical interest showing the disposition of

the Forces at the battle of Kwailin, is dedicated

to Sir ROBERT HAY, G.C.M.G., and Dr. A

RENNIE.

Its description of Chinese Social Customs

and Superstitions, combined with the insight it

gives into political conditions in China, makes

"CHILDREN OF FAR CATHAY" an excellent

volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese

Emblem in Gold.

SHIPPING.

ARRIVALS.
CATHERINE APCAR, British str., 1,730, G. F. Irwin, 10th Nov.—Calcutta and Straits
 25th Oct., General—David Sassoon & Co.
CHIVUKA, Chinese str., 10th Nov.—Canton.
GLORIOUS, British str., 2,399, W. H. Paddle, 9th Nov.—Singapore 4th Nov., General—Seang Tak Hong.
INVERESK, British str., 3,206, A. H. Smith, 9th Nov.—Keelung 8th Nov., General—Jardine, Matheson & Co.
LAMHONG, British str., 1,143, Frampton, 10th Nov.—Singapore 2nd Nov., Rice and General—Chinese.
MAUSANG, British str., 1,344, G. S. Migall, 10th Nov.—Sundakan 3rd Nov., Timber and General—Jardine, Matheson & Co.
SUNGKIAN, British str., 943, Campbell, 10th Nov.—Iloilo 3rd and Cebu 6th Nov., Hemp and Sapan wood—Butterfield & Swire.
TSINTAU, German str., 1,002, S. Heyong, 10th Nov.—Bangkok 2nd November, Rice—Butterfield & Swire.
WINGHANG, British str., 1,517, G. H. Lishman, 10th Nov.—Chefoo 8th, Weihaiwei 4th Nov., General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 10th November.
Arrivals *Apcar*, British str., for Singapore.
Departing, British str., for Hongkong.
British str., for Swatow.
Long Wan I, British str., for Amoy.
Japan, British str., for Shanghai.
Michael Jern, Japanese str., for Haiphong.
Aishima Maru, Japanese str., for Kobe.
Pekio, British str., for Moji.
Uto, Norwegian str., for Newchwang.

DEPARTURES.

10th November.
BRECONSHIRE, British str., for Shanghai.
CANTON, Swedish str., for Shanghai.
CARL DIEDERICHSEN, Ger. str., for Holbow.
CHENAN, British str., for Shanghai.
HISANO, British str., for Kobe.
HONGKONG, French str., for Haiphong.
LIAN, British str., for Canton.
RAKLAT, German str., for Bangkok.
TEBNA, British str., for Bangkok.
THORIS, Norwegian str., for Swatow.
TOSA MARU, Japanese str., for Shanghai.
WESTPHALIA, German str., for Shanghai.

SHIPPING REPORTS.

The British str. *Sungkian* reports: Strong monsoon and rough sea.
 The Brit. str. *Glennie* reports: Experienced fine weather, light to moderate breezes throughout.

VESSELS EXPECTED.

THE CANADIAN MAIL.
 The C.P.R. Co.'s str. *Empress of India* arrived at Shanghai at 1.30 a.m. on the 8th inst., and left again at 10 p.m. same day for Hongkong, where she is due to arrive to-day.
THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s str. *Delta* left Singapore for this port on the 6th inst., at 6 a.m., with the outward English Mails, and is due here to-day at about 6 a.m.
THE GERMAN MAIL.
 The I.G.M. str. *Kleist*, carrying the German Mails with dates from Berlin of the 19th ult., left Colombo on the 6th inst. a.m., and is expected here on or about the 17th inst.

THE INDIAN MAIL.
 The Indo-China str. *Namsing* left Calcutta for the Straits and Hongkong 2nd inst., and is due here about the 18th inst.
THE AUSTRALIAN MAIL.
 The P.M. str. *Albatross* left San Francisco on the 25th ult. for Hongkong, via Honolulu, Japan and Manila, and is due to arrive at this port on the 25th inst.
 The P.M. S.S. Co. str. *Korea* sailed from San Francisco on the 8th inst. on route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, Shanghai, and Manila, and is due to arrive at Hongkong on the 11th prox.

MERCHANT STEAMERS.
 The "Bon" Line str. *Bennett* from Leith, Antwerp and London, left Singapore on the 4th inst. morning for this port.
 The O.S.K. str. *Tacoma* from Tacoma arrived at Yokohama on the 2nd inst., and is due to arrive here on the 20th inst.
 The Barber Line str. *Shinosa* passed Suez on the 1st inst., and is due here about the 27th inst.

The O.S.K. str. *Panama* Maru left Tacoma for this port on the 29th ult., and is expected to arrive here on or about the 1st prox.

The P.K.K. str. *Hongkong Maru* left Honolulu on the 2nd inst. for this port, via usual ports of call, and is expected to arrive here on the 5th prox.

PASSENGERS.

ARRIVED.
 For *Inveresk*, from Keelung, Mr. Conner.
 For *Glennie*, from Singapore, Mr. J. G. Arelino.
 For *Catherine Apcar*, from Calcutta, &c., Mr. E. Stewart.

TO DEPART.
 For *Mishima Maru*, for Japan, Mr. Iwanaga, Mr. K. Kasuga, Miss Plozman, Major Noda, Mr. Hirabayashi, Mr. and Mrs. Lovet, Miss Noroy, Mr. Murata, Mr. Ashimori, Mr. Masaki, Mr. Yamamoto, Mr. Kuniya, Mr. Matsuo, Mrs. Yoshizawa, Mr. and Mrs. Maki, Mr. Kuroda, Mr. and Mrs. P. M. Little, Miss A. Little, Miss Little, Miss S. Hirata, Mrs. and Miss Nagai, Miss Matsumoto, Count and Countess de Beaufort and child, Miss Yuki, Miss Tanaka, Miss Yoshizawa, Miss Ohtsuki, Mr. Yuzuka, Mr. and Mrs. Tanaka, Miss Tanaka, Messrs. Taniguchi, Matsuo, Uchida, Chiguchi, Yoshida, H. Hori and Taniguchi.

FOR EUROPE AND AMERICA.
 India, Australia, &c., and for
 PRIVATE RESIDENTS AT THE OUTPOSTS.
 A Comprehensive and Complete Record of the
NEWS OF THE FAR EAST.
 is given in the
HONGKONG WEEKLY PRESS.

with which is incorporated
 THE CHINA OVERLAND TRADE REPORT,
 Subscription, paid in advance, \$12 per annum.
 Postage \$2 to any part of the World.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., VIA USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	S. Barclay	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	W. H. S. Hall, R.N.R.	P. & O. S. N. Co.	About 16th inst.
COPENHAGEN	PERKINS	Swed. str.	—	—	—	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP	SILVIA	Ger. str.	k.w.	Parzels	HAMBURG-AMERIKA LINE	On 20th inst.
ROTTERDAM, ANTWERP & HAMBURG, &c.	BULGARIA	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINE	On 8th Dec.
MARSEILLES, HAVRE & HAMBURG, &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhardt	HAMBURG-AMERIKA LINE	On 17th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ARMENIA	Ger. str.	k.w.	Rehde	HAMBURG-AMERIKA LINE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k.w.	Kotato	HAMBURG-AMERIKA LINE	On 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	WESTPHALIA	Ger. str.	k.w.	Buch	HAMBURG-AMERIKA LINE	On 8th Dec.
MARSEILLES, LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATHESON & CO., LD.	On 17th inst.
M. REILLES, &c., VIA PORTS OF CALL.	TOKIN	Frén. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 22nd inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 23rd inst., at D'Light
MARSEILLES & COPENHAGEN	ARI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 7th Dec., at D'Light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CAITON	Swed. str.	—	—	—	On 10th Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moses	OTOY KISEN KAISHA	On 21st Dec., at D'Light
NAUPLIS, GENOA, ANCONA, GIBRALTAR, &c.	PRINCES ALICE	Ger. str.	—	P. Griesch	MILCHERS & CO.	On 16th inst., at Noon
TRIESTE, &c., VIA SINGAPORE, &c.	CHINA	Aus. str.	—	Parvich	SANDER, WIEBKE & CO.	On 28th inst.
BOSTON & NEW YORK	INVERESK	Brit. str.	—	A. H. Smith	JARDINE, MATHESON & CO., LD.	About 11th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	KENDAPURA	Am. str.	—	—	—	On 26th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 19th inst., at 7 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 25th Jan., at Noon.
VICTORIA, C.B. & TACOMA VIA JAPAN	TACOMA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 30th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 3rd Jan., at Noon.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	ATYMERIC	Brit. str.	—	J. Boyd	DODWELL & CO., LTD.	On 19th inst.
VANCOUVER (DIRECT)	ATYMERIC	Brit. str.	—	—	—	On 19th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	CANADIAN PACIFIC R. CO.	On 19th inst.
CALLAO, IQUIQUE, SANTIAGO, &c.	HONGKONG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 6th Dec., at Noon.
PORTLAND & SAN FRANCISCO	HENRIK ISEN	Nor. str.	—	Christen Smith	OTOY KISEN KAISHA	On 21st Dec.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	PORTLAND & ASIATIC S.S. CO.	On 22nd Dec., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINCE SIGISMUND	Ger. str.	—	D. Lens	MILCHERS & CO.	On 3rd Dec., at D'Light
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	Greene	OTOY KISEN KAISHA	On 10th inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	ASIA	Am. str.	—	H. Gaudroger	PACIFIC MAIL S.S. CO.	On 19th inst., at 1 p.m.
SAN FRANCISCO VIA MANILA & SHANGHAI, &c.	MONGOLIA	Am. str.	—	W. Davidson	PACIFIC MAIL S.S. CO.	On 3rd Dec., at 1 p.m.
KOBE AND YOKOHAMA	PRINCE SIGISMUND	Ger. str.	—	D. Lens	MILCHERS & CO.	About 15th inst.
KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 24th inst., at 5 p.m.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 23rd inst., at Noon
JAPAN	YAMATO MARU	Jap. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENSIN	CHIPPING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO., LD.	On 15th inst., at Noon.
CHEFOO & TIENSIN	KUINGHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	About 16th inst.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	KLIRIT	Ger. str.	—	O. Pahlke	MILCHERS & CO.	About 16th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOMALL	Brit. str.	—	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	About 18th inst.
SHANGHAI	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	To-day, at 6 p.m.
SHANGHAI	LIAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	To-morrow, at Midnight
SHANGHAI	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LD.	On 15th inst., at 4 p.m.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	BUJUN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 17th inst., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	ARABIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 18th inst.
SHANGHAI, YOKOHAMA & KOBE	E. P. FERDINAND	Aus. str.	—	B. Cobel	SANDER, WIEBKE & CO.	On 19th inst.
SHANGHAI, KOBE & YOKOHAMA	POLYTHESEN	Frén. str.	—	Bruno	MESSAGERIES MARITIMES	On 21st inst., p.m.
SHANGHAI, KOBE & MOJI	NAMHANG	Jap. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LD.	On 21st inst., at Noon.
SHANGHAI, MOJI & KOBE	BRASIA MARU	Jap. str.	—	A. Mooker	NIPPON YUSEN KAISHA	On 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	BRASIA	Jap. str.	k.w.	Filler	HAMBURG-AMERIKA LINE	On 1st Dec.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—	—	MILCHERS & CO.	On 6th Dec.
SWATOW	THYLWONG	Dut. str.	—	A. Pander	JAVA-CHINA-JAPAN LINE	Quick despatch
SWATOW, AMOY & FOCHOW	DAIJUN MARU	Jap. str.	2 h.	A. H. Stewart	OSAKA SHOSHEN KAISHA	On 13th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & CO.	On 13th inst., at 11 a.m.
SWATOW, AMOY & FOCHOW	HAITANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & CO.	To-day, at 11 a.m.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIK & CO.	On 15th inst., at 11 a.m.
HAIPHONG	CHIRILL	Brit. str.	1 m.	J. Warnock	DOUGLAS LAFRAIK & CO.	On 18th inst., at 11 a.m.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 15th inst., at Noon.
MANILA	TAMING	Brit. str.	—	F. Penetfether	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
MANILA, CEBU & ILOILO	ZATYPO	Am. str.	—	E. Rio	BUTTERFIELD & SWIRE	On 16th inst., at 4 p.m.
MANILA	YUENHANG	Brit. str.	—	F. H. Rolfe	JARDINE, MATHESON & CO., LD.	On 19th inst., at Noon
CEBU & ILOILO	SUNGKIAN	Brit. str.	1 m.	A. H. Harris	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SANDAKAN	SUNGKIAN	Brit. str.	—	H. Weigall	JARDINE, MATHESON & CO., LD.	On 18th inst., at Noon.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Smith	MILCHERS & CO.	End of Nov.
BOMBAY VIA SINGAPORE & PENANG	CAPHI	Ital. str.	—	Moreno	CARLOWITZ & CO.	To-morrow, at Noon.
BOMBAY VIA SINGAPORE & PENANG	BINGO MARU	Jap. str.	—	B. J. G. Parsons	NIPPON YUSEN KAISHA	On 15th inst., p.m.
BOMBAY VIA SINGAPORE & PENANG	ARRABON APCAR	Brit. str.	—	W. D. A. Thomas	DAVID SASSOON & CO., LTD.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	FOONHANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 23rd inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	THODAS	Dut. str.	—	P. J. van Emmerik	JAVA-CHINA-JAPAN LINE	Quick despatch

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
 SHANGHAI.

FOR	STRAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Brano	On 21st Nov., P.M.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	On 22nd Nov., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"V. DE LA CLOTAT" Capt. Barillon	On 5th Dec., P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 6th Dec., 1 P.M.

Transshipping on the Co.'s Steamers for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 2d. Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

P. THOMAS, AGENT,
 Queen's Building.

CANADIAN PACIFIC RAILWAY CO'S
 ROYAL MAIL STEAMSHIP LINE.
 "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPERESS OF INDIA" Sat., 19th Nov.	"EMPERESS OF BRITAIN" Fri., 16th Dec.
"EMPERESS OF JAPAN" Sat., 17th Dec.	"ALLEN LINE" Friday, 13th Jan.
"EMPERESS OF CHINA" Sat., 14th Jan.	"ALLEN LINE" Friday, 10th Feb.
"MONTEAGLE" Wed., 25th Jan.	
"EMPERESS OF INDIA" Sat., 11th Feb.	"ALLEN LINE" Friday, 10th Mar.
"EMPERESS OF JAPAN" Sat., 11th Mar.	"ALLEN LINE" Friday, 7th April

Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers £43 £45.
 and 1st Class Railway.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation to all points and AROUND THE WORLD.

Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, VANCOUVER, B.C., & SEATTLE
 VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
ATYMERIC	4,363	J. Boyd	19th November.
HALLAMSHIRE	4,420	G. E. Elliott	15th December.
SUVERIC	6,232	F. S. Cowley	17th January.
KUMERIC	6,232	G. B. McGill	9th February.

Calling at Amoy and Keelung if sufficient inducement offers.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 24th October, 1910.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Locomotives, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

TAIKOO DOCKYARD & ENGINEERING CO.
 OF HONGKONG.
 GRATING DOCK 78' x 88' x 34' 6" Pumps empty Dock in 21 hours.
 THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
 100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
 Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

ENQUIRIES INVITED BY THE MANAGERS AND AGENTS.
BUTTERFIELD & SWIRE,
 HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship
"ARRABON APCAR."
 Captain W. D. A. Thomas, will be despatched for the above Ports TO-DAY, the 11th inst., at Noon.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 8th November, 1910. [1259]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA."
 Captain S. Barclay, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., TO-MORROW, the 12th November, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MACDONALD," 10,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tees for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERSIA," due in London on the 24th December, 1910.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	6 P.M., 11th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA	Noon, 12th Nov.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO	About 16th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOMALI	About 18th Nov.	Freight and Passage.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 11th November, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"CHITLI"	On 12th Nov., 10 A.M.
ILLOLO & CEBU	"SUNGKLANG"	On 12th Nov., 4 P.M.
SHANGHAI	"LINAN"	On 12th Nov., M'night
CHEFOO & TIENTSIN	"KUEICHOW"	On 15th Nov., 4 P.M.
MANILA	"TAMING"	On 15th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—BUTTERFIELD & SWIRE,
AGENTS. [10]

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For further Particulars apply to
Hongkong, 25th October 1910MELOHERS & CO.,
AGENTS. [6]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Saturday, 12th Nov., Noon.
TIENTSIN	"CHIPSING"	Tuesday, 15th Nov., Noon.
SHANGHAI	"KWONGSANG"	Tuesday, 15th Nov., 4 P.M.
SANDAKAN	"MAUSANG"	Friday, 18th Nov., Noon.
MANILA	"TUENSANG"	Saturday, 19th Nov., Noon.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Monday, 21st Nov., Noon.
SINGAPORE, PENANG & CALCUTTA	"POOKSANG"	Wednesday, 23rd Nov., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kuant, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 11th November, 1910. GENERAL MANAGER [14]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"PEKING"	On 25th November.
MARSEILLES & COPENHAGEN	"CANTON"	On 10th December.

For Freight and Further Particulars, apply to

TELEPHONE NO. 171.

OLOF WILK & CO., CHINA AGENCIES, AKTIEBOLAG.
Hongkong, 2nd November, 1910. [1085]

DOUGLAS STEAMSHIP CO., LD

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 11th Nov., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 15th Nov., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 18th Nov., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN" ... Capt. A. H. Stewart { SUNDAY, 13th Nov., at 11 A.M.
WEDNESDAY, 16th Nov., at 11 A.M.
Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—DOUGLAS, LARNAI & Co.,
GENERAL MANAGERS.

Hongkong, 9th November 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	11,000 tons gross	Sail Dec. 21st, 1910.
S.S. KIYO MARU	11,200 "	Feb. 18th, 1911.
S.S. BUYO MARU	10,500 "	April 19th, 1911.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 7th November, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY ANDTHE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA MOJI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 30th Nov., at Noon
	"PANAMA MARU"	6,059	WED'DAY, 14th Dec., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steamer Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parole. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 13th Nov., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"BUJUN MARU"	THURSDAY, 17th Nov., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NANKING KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.S. HIROI,
MANAGER

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PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2550	E. Rice	Manila, Cebu & Iloilo	On 15th Nov., 4 P.M.
RUBY	2550	S. Crosby	Manila, Iloilo & Cebu	

For Freight or Passage apply to

SHEWAN, TOMES & Co.
General Managers.

Hongkong, 2nd November, 1910

PHILIPPINES S.S. Co. [12]

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

FOR	STEAMERS	TO SAIL
FOR SINGAPORE, KOBE & YOKOHAMA:		
S.S. ARABIA	18th Nov.	
S.S. BRASILIA	1st Dec.	
S.S. SCANDIA	15th Oct.	
S.S. BRISGAVIA	16th Dec.	
S.S. SLAVONIA	30th Dec.	
S.S. BEGOVIA	12th Jan.	
S.S. SPEZIA	28th Jan.	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th November 1910.

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.TOURS arranged to ALL PARTS of the WORLD.
RAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.OFFICIAL AGENTS for THE UNITED PROVINCES OF
INDIA EXHIBITION at ALLAHABAD, 1910/11, AND
FOR THE TURIN EXHIBITION of 1911.Head Office for the Far East—
16, DES VUEUX ROAD,
HONGKONG.Japan Office
32, WATER STREET
YOKOHAMA.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJILIWONG	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJIBODAS	SHANGHAI	Second half of Nov.	JAVA	Second half of Nov.
TJIPANAS	JAPAN	Second half of Nov.	JAVA	Second half of Nov.
TJIMAH	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIKINI	JAVA	First half of Dec.	SHANGHAI	First half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 9th November, 1910.

Telephone No. 375.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAMO MARU Capt. F. L. Sommer, 9,900		WED'DAY, 23rd Nov., at Daylight.
	AKI MARU Capt. K. Homma, 7,000		WED'DAY, 7th Dec., at Daylight
	MISHIMA MARU Capt. A. E. Moses, 9,900		WED'DAY, 21st Dec., at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao, 7,000		SATURDAY 3rd Dec., from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 6th Dec., at Noon.
	INABA MARU Capt. K. Kawa, 7,000		TUESDAY, 3rd Jan., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, 6,000		FRIDAY, 25th Nov., at Noon.
	YAWATA MARU Capt. T. Sekine, 5,000		THURSDAY, 22nd Dec., at Noon.
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	BINGO MARU Capt. S. J. G. Parsons, 7,000		TUESDAY, 15th Nov., P.M.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine, 5,000		WED'DAY, 23rd Nov., at Noon.
SHANGHAI, MOJI and KOBE	HAKATA MARU Capt. A. Mocker, 7,000		WED'DAY, 23rd Nov., at Noon.
KOBE and YOKOHAMA	KAGA MARU Capt. M. Hagino, 7,000		THURSDAY, 24th Nov., at 5 P.M.

S Fitted with New System of Wireless Telegraphy. Cargoes only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	1st Class	S. Y. 550.00
KITANO	9000	1st Mar.	2nd Class	R. 825.00
IYO	9000	15th "	1st Class	S. 350.00
HIRANO	9000	29th "	2nd Class	R. 540.00
TANGO	8000	12th April	"old str. 1st Class	S. 500.00
KAMO	9000	26th "	" " "	R. 750.00
AKI	7000	10th May	" " "	S. 330.00
MISHIMA	9000	24th "	2nd Class	R. 495.00

Steamers.	Tons.	Leave H.K.	To Pacific Coast Common Points:	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	1st Class	S. £30
INABA	7000	28th Mar.	2nd Class	S. £21
TANBA	7000	25th April.	1st Class	S. £20
AWA	7000	23rd May.	" via St. Lawrence:	1st Class S. £59

For further information as to Freight, Passage, Sailings, &c., apply at
13-125] T. KUSUMOTO, MANAGER.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, D.

BREWERS AND MANUFACTURERS OF BEER.

DEPOT: 55 & 57, DES VUEUX ROAD.

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STEAMERS PASSED THE CANAL.

Oct. 18th—Denbighshire, Palermo, Arabia.
21st—Alicious, Liberia, St. Patrick, Bonata, Yeddo.
25th—Australia, Benary, Glenale, Kleit.
28th—Jason, Keemun, Polynesian, Charlton.
November 1st—Brazilia, Ceylon, Decalcan, Glenlochan, Kaga Maru, Shimous, Welsh Prince.
4th—Hyoon, N. Polynesian, Syria, Yarra.
8th—Benet, Inverlyde, Myrmidon, Pembrokehire, Rubonia.

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

THE HONGKONG DAILY PRESS.
PRINTING WORKSARRIVALS AT HOME.
November 8th—Jandia, Ching Wo, Diomed Kanagawa Maru, Nubia.
turn out the Best Printing at reasonable Price

MUSICAL INSTRUMENTS AND STRINGS.

A SMALL LOT OF SAMPLES
NOW FOR SALE.

GEBRUEDER SCHUSTER, MARKNEUKIRCHEN 76, GERMANY.
For Particulars, Catalogues and Samples apply to the Sole Representative for China:
HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that the Christmas and New Year Parcel mail to the United Kingdom and other countries in Europe will be closed in this office at 5 p.m. to-day. This parcel mail by the long sea route via Gibraltar is due in London on the 17th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents. Such parcels are due to reach London with the Letter mail on the 9th December.

Parcels containing any article of Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals on the parcel must be of the same kind of wax and must bear distinct impressions of some private device. This device must be the same on each seal, Strait, Curved, Dotted or Crossed lines are not admissible. Buttons or Coins must not be used for sealing parcels. The Clerks of the Post Office are strictly forbidden to seal parcels or to affix Declaration Forms or Stamps on Parcels or Letters for the Public. Parcels that in the opinion of a Postal officer do not comply with the above regulations will not be accepted.

Owing to pressure of work caused by the outward Christmas Parcel mail to-day, the inward parcel mail from Europe will not be delivered until to-morrow morning.

The *Empress of India*, with the Canadian mail, left Shanghai on Tuesday, the 8th inst., at 10 p.m., and may be expected here to-day.

The *Delta*, with the English mail of the 14th ult., left Singapore on Sunday, the 6th inst., at 6 a.m., and may be expected here to-day. This packet brings the parcel mails closed in London for despatch by the all sea route on the 6th of October, and for despatch overland on the 12th of October.

The *Arctida*, with the Siberian mail, is due to arrive here to-day.

FOR	PER	DATE
Haiphong	Michael Johnson	Friday, 11th, 8.00 A.M.
Swatow, Amoy and Foochow	Batman	Friday, 11th, 10.00 A.M.
Singapore, Penang and Calcutta	Arcticon Appear	Friday, 11th, 11.00 A.M.
Newchwang	Ulv	Friday, 11th, 11.00 A.M.
Amoy	Sui Tai	Friday, 11th, 1.15 P.M.
SHANGHAI	Delta	Friday, 11th, 5.00 P.M.
Hongkong	Amara	Friday, 11th, 5.00 P.M.
Bangkok	Devacongse	Friday, 11th, 5.00 P.M.
Swatow and Deli	Johanne	Saturday, 12th, 8.00 A.M.
Haiphong	Chihit	Saturday, 12th, 9.00 A.M.
Pakhoi and Haiphong	Hanoi	Saturday, 12th, 9.00 A.M.
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU & SAN FRANCISCO	Chiyo-Maru	Printed Matter and Samples, 9.00 A.M. Registration with late fee of 10 cents up to 9.30 A.M.
SIBERIAN MAIL TO EUROPE		Registration, Kowloon B.O., 9.00 A.M. No late fee.
Manila	Loongang	Saturday, 12th, 10.00 A.M.
Singapore, Penang and Bombay	Copri	Saturday, 12th, 10.00 A.M.
Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Empire	Saturday, 12th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.)	Arctida	Saturday, 12th, 10.00 A.M. Printed Matter, and Samples, 10.00 A.M. Registration, 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Registration, Kowloon B.O., 10.00 A.M. No late fee.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Letters, 11.00 A.M.
The Parcel mail will be closed to-day, at 5 p.m.	Sui Tai	Saturday, 12th, 1.15 P.M.
Manila	Sunghang	Saturday, 12th, 3.00 P.M.
Hilo and Cebu		Saturday, 12th, 3.00 P.M.
Shanghai	Lunan	Saturday, 12th, 4.15 P.M. (Registration, with late fee of 10 cents, up to 5.00 P.M.)
SIBERIAN MAIL TO EUROPE		Letters, 6.00 P.M.
Swatow, Amoy and Tamsui	Daijin Maru	Sunday, 13th, 9.00 A.M.
Swatow	Haimun	Sunday, 13th, 9.00 A.M.
Saigon	Laurie	Sunday, 13th, 3.00 P.M.
Swatow, Amoy and Foochow	Haiping	Tuesday, 15th, 10.00 A.M.
Tientsin	Chingking	Tuesday, 15th, 11.00 A.M.
Chefoo and Tientsin	Kuichow	Tuesday, 15th, 3.00 P.M.
Manila	Taming	Tuesday, 15th, 3.00 P.M.
Swatow	Haimun	Wednesday, 16th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.)	Princess Alice	Printed Matter and Samples, 10.00 A.M. Registration, 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Registration, Kowloon B.O., 10.00 A.M. No late fee.
Manila, Cebu and Hilo	Zafiro	Wednesday, 16th, 3.00 P.M.
Swatow, Amoy and Foochow	Haiching	Friday, 18th, 9.00 A.M.
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA & VANCOUVER (B.O.)	Empress of India	Registration, Kowloon B.O., 4.00 P.M.
Batavia, Cheribon, Samarang and Sourabaya	Tjibodas	Printed Matter and Samples, 5.00 P.M. Registration, 5.00 P.M. Letters, 6.00 P.M.
		Saturday, 19th, 9.00 A.M.

WILLIAM C. JACK & CO., LTD.

SOLE AGENTS FOR THE IDEAL LIGHT.

THE OSRAM LAMP

WHAT IT DOES

IT EFFECTS ENORMOUS REDUCTIONS in electric light bills.
IT REQUIRES ELECTRIC LIGHT ABSOLUTELY THE CHEAPEST ILLUMINANT, and thus brings this mode of lighting within reach of all.
IT PAYS FOR ITSELF in about 180 hours on account of its great current-saving Properties.
THE 17 WATT (app. 16 H.C.P.) OSRAM LAMP GIVES 20 HOURS LIGHT FOR ONE PENNY.
THE 40 WATT (app. 32 H.C.P.) OSRAM LAMP gives 25 hours light for the consumption of one unit of current.
THE OSRAM LAMP has an average life of over 2,000 hours, and during the whole of that period its initial c.p. is practically undiminished.
IT CONSUMES only approximately 1 watt per Hefner candle-power as against 4 watts consumed by a carbon filament lamp.
SEE THE WORD "OSRAM" IN EVERY BULB.

THE OSRAM LAMP

WHAT IT DOES NOT

IT DOES NOT deteriorate in light even after 2,000 hours burning.
IT DOES NOT, although its initial cost is more, PROVE AS EXPENSIVE AS AN ORDINARY CARBON LAMP, for it lasts FOUR times as long, and consumes one-quarter the current ALL THE TIME.
IT DOES NOT require any special installing, burns in any position on any lighting circuit, and its existing lamp holders.
THE OSRAM LAMP DOES NOT BLACKEN.
IT DOES NOT GET HOT. The OSRAM LAMP, although giving four times the light of a carbon lamp, does not generate heat to any extent. This, added to its other advantages, makes it the ideal Lamp for private houses.
THE HIGH CANDLE-POWER LAMP DOES NOT take so much current as the Enclosed Arc Lamp, and is rapidly displacing this latter form of lighting, being cheaper in first cost and cheaper to maintain.
SEE THE WORD "OSRAM" IN EVERY BULB.

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COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

November 10th.

ON LONDON	Telegraphic Transfer	1/10 1/2
	Bank Bills, on demand	1/10 1/2
	Bank Bills, at 30 days' sight	1/10 1/2
	Bank Bills, at 4 months' sight	1/10 1/2
	Credit, at 4 months' sight	1/10 1/2
	Documentary Bills 4 months' sight	1/11 1/2
ON PARIS	Bank Bills, on demand	237
	Credit, at 4 months' sight	241
ON GERMANY	On demand	192
ON NEW YORK	Bank Bills, on demand	45 1/2
	Credit, at 60 days' sight	46 1/2
ON BOMBAY	Telegraphic Transfer	139 1/2
	Bank, on demand	139 1/2
ON CALCUTTA	Telegraphic Transfer	139 1/2
	Bank, on demand	139 1/2
ON SHANGHAI	Bank, at sight	73 1/2
	Private, 30 days' sight	74 1/2
ON YOKOHAMA	On demand	91 1/2
ON MANILA	On demand	92
ON SINGAPORE	On demand	79 1/2
ON BATAVIA	On demand	112 1/2
ON HAIPHONG	On demand	1 1/2
ON SAIGON	On demand	83
ON HANKOW	On demand	83
S. Y. BILLS, Bank's Buying Rate		\$10.65
GOLD LEAF, 100 fine, per toad		\$55.40
BAR SILVER, per oz.		25 1/2

SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces, \$7.72 discount.
Chinese	10 " " \$5.20 "
Hongkong	20 " " \$7.50 "
Hongkong	10 " " \$7.98 "

SHARE LIST.—QUOTATIONS.

HONGKONG, NOVEMBER 10TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$880, buyers
National Bank of China, Limited	99,925	\$7	\$6	\$81, buyers
Hill's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9.
China Light and Power Company, Limited	50,000	\$1	\$1	\$1.10, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$7 1/2, sellers
CORPORATIONS.—				
Ray Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 90.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$4, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 51.
Leong-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 50.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 250.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$17 1/2, sales
DOCK AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$56 1/2, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$5 1/2	all	\$48 1/2, buyers
New Amoy Dock Co., Limited	10,000	\$5 1/2	\$5 1/2	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 72.
Shanghai and Hongkong Wharf Co., Ltd.	36,900	Tls. 100	Tls. 100	Tls. 95/-
Feenick & Co., Limited	18,000	\$25	\$25	\$9, sellers
Green Island Cement Co., Limited	400,000	\$16	\$10	\$3 1/2, sales
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$25 1/2, x. div.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, sellers
Hongkong Hotel Company, Limited	8,000	\$50	\$50	\$97, sellers
Hongkong Ice Company, Limited	5,000	\$25	all	\$70, buyers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$135, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$21, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$178, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$116.
China Trade Insurance Co., Limited	24,000	\$83.33	\$25	\$87 1/2.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$50, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	\$1.10, sales
Union Insurance Society, Limited	12,400	\$250	\$100	\$835, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$195, sellers
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000		\$100	\$98 1/2, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$30	\$7, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$33, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 110.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sellers
MINING.—				
Societe Francaise des Charbonnages de Tonkin	16,000	Fcs. 250	all	\$720.
Ranch Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$6 1/2, sellers
Pak Tramways Co., Limited	25,000	\$10	all	\$13, sellers
Philippine Co., Limited	50,000	\$1	\$1	\$1.
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$10	all	\$145, sellers
Luzon Sugar Refining Co., Limited	7,000	\$10	all	\$24.
Robinson Piano Co., Limited	4,000	\$5	\$5	\$50.
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$9, sellers
Douglas Steamship Co., Limited	40,000	\$5	\$5	\$21, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000 pref.	\$5	\$5	\$13 1/2.
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$1	\$1	\$8, sel.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$5, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$12 1/2, buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$24.
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, buyers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$6 1/2, buyers
Weissmann, Limited	3,000	\$10	\$10	\$12 1/2, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$30.
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$6 1/2, sellers
RUSSIA.—				
Allgare	750,000		all	5/-
Anglo-Malay	1,500,000	2/-	all	25/-
Balgownie	151,200	\$1	all	\$11 (Sta.)
Bata Tiges	70,000	\$1	all	\$2 1/2
Bukit Kajang	60,000	\$1	all	\$17 1/2
Cheribon	30,000	\$1	all	all
Cheribon, fully paid	70,000	\$1	all	all
Eastern and International	20,000	\$1	10/-	12 1/2 prem.
Highlands and Lowlands	307,143	\$1	all	107 1/2
Kanunings	1,825,000	2/-	all	5 1/2 prem.
Kuala Lumpur	180,000	\$1	all	all
Labas	100,000	2/-	all	16/6
Leedbury's	100,000	\$1	all	67/6
Linggis	900,000	2/-	all	46/-
London Asiatics	1,266,000	2/-	all	13/6
London Ventures			all	5/-
Mertens	1,750,000	2/-	all	6/3
Pegohs	45,100	\$10	all	\$33 (Sta.)
Sandycrofts	50,000	\$2	all	\$30 (Sta.)
Sungay	100,000	\$1	all	27/6
Sheldons	65,000	\$1	all	72/6
Singapore and Johore	125,000	\$2	all	\$12 (Sta.)
Sumatra Parus	995,000	2/-	all	10/-
Sungei-Kajang	50,000	2/-	all	all
United Serdangs	170,000	\$1	all	105/-

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
			VERNON & SMYTH, Share-Brokers.	

To Mixture Smokers.

ASK FOR

W. D. & H. O. WILLS' CELEBRATED "EMBASSY MIXTURE,"

In 4lb. patent tins.

Cool and Fragrant.

Sold Everywhere.

THE REMINGTON TYPEWRITER

(WHICH WAS THE ORIGINAL TYPEWRITING MACHINE)



has always been, and it is to-day the
"RECOGNIZED LEADER
AMONG TYPEWRITERS."

The annual sales of the Remington Typewriter greatly exceed those of any other writing machine.

The number of Remingtons in use throughout the World to-day is greater than that of any writing machine, or of many others combined.

BECAUSE

IT IS UNPARALLELED IN QUALITY.

The very name "Remington" stands for strength and reliability in a Typewriter.

At the Brussels International Exposition the Remington Typewriter Co., in accordance with their well-known practice for several years past, did not enter into any competition for Prizes or Awards for their machines.

Having been awarded innumerable distinctions at all important exhibitions for many years, the Company decided some years ago that this kind of advertisement was no longer of any advantage to them, and therefore discontinued to enter into competition at exhibitions.

CAUTION.

Beware of skillfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now and sold under various descriptions, such as "Re-constructed," etc.

They are offered at very low prices, and though APPARENTLY new are in reality quite worn-out and valueless.

For Prospectus, Prices, etc., apply to:—

REMINGTON TYPEWRITER Co. (Incorporated),

SIEMSEN & CO.

(Machinery Department),

HONGKONG AND CHINA,

General Agents for South China and Formosa.

N.B.—A skilful operator will be sent to your Office to explain the mechanism of the latest models if desired.

[1242]

TO DAY	ON SALE
9 p.m.—Harrison's Circus at Causeway Bay.	A TABLE OF THE
	RATES OF EXCHANGE
	AT HONGKONG
	FOR
	DEMAND DRAFTS ON BOMBAY
	On the Day Preceding the Departure of the
	English Mails from the Year of the Closing
	of the Indian Mints to the Free Coinage of
	Silver
	FROM 1893 TO 1905;
	ALSO
	RATES FOR SOVEREIGNS, GOLD
	LEAF, BAR SILVER (From 1900),
	and other Useful Information.
	PRICE: \$1 Cash.
	On Sale at the "DAILY PRESS" Office, or
	Local Bookellers.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A, Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.